REMARKS

Claim Rejections

Claims 1-13 are rejected under 35 U.S.C. § 112, second paragraph. Claims 1-3 are rejected under 35 U.S.C. § 102(b) as being anticipated by Chiarella (U.S. 5,108,076). Allowability of claims 4-13 has not been determined.

Drawings

It is noted that no Patent Drawing Review (Form PTO-948) was received with the outstanding Office Action. Thus, Applicant must assume that the drawings are acceptable as filed.

Amendments to Specification

Applicant has amended the specification as noted above to correct reference number "55" to read --56--. No "new matter" has been added to the original disclosure by the foregoing amendments to the specification.

New Claims

By this Amendment, Applicant has canceled claims 1-13 and has added new claims 14-31 to this application. It is believed that the new claims specifically set forth each element of Applicant's invention in full compliance with 35 U.S.C. § 112, and define subject matter that is patentably distinguishable over the cited prior art.

The new claims are directed toward a saddle structure for a vehicle comprising: a saddle(10); an outer layer (30) connected to the saddle; a spongy mass (20, 811) located between the saddle and the outer layer; and an elastic reinforced area (21) located between the saddle and the outer layer and having: two annular cavities(211); and a linkage groove (212) communicating with each of the two annular cavities, wherein the elastic reinforced area has a hollow interior defined by the two annular cavities and the linkage groove.

Other embodiments of the present invention include: the elastic reinforced area is located in the spongy mass adjacent to the outer layer; the elastic reinforced area is located in a surface of the spongy mass located adjacent to the saddle; an

air bag element (50) located in the elastic reinforced area and having: two air bags (51); and an inflation zone (52) locate between and communicating with an interior of each of the two air bags, the inflation zone having a pressure control device (55, 56, 55', 55",632) inserted into a through rod (11', 61) in the saddle; the elastic reinforced area is located in a surface of the spongy mass located adjacent to the saddle; the pressure control device includes an inflation nozzle (55) and an air release nozzle (56); a pneumatic-operated inflation valve (57) connected to the inflation nozzle; a locating member (40) having: two wavy adjustment slots(41); and a sleeve rod (42) located between the two wavy adjustment slots and inserted into the through rod in the saddle, the sleeve rod having two locating ribs (43) located on an exterior thereof and two connected limiting holes (421, 422), each of the two locating ribs is inserted into one of two vertical recesses (12') in the through rod (11') in the saddle, and the pressure control device is located in the two limiting holes; two adjustment buttons (54), each of the two air bags includes a linking support facet (53) located at a center thereof and having a linking hole (531), each of the two adjustment buttons is inserted through the linking hole of one of the two air bags and connected to one of the two wavy adjustment slots; the pressure control device includes needle-like inflation valve (60'); the pressure control device includes an inflation nozzle (55') connected to a sleeve (60') having an air release value(62'); each of the two air bags has a circular shape; each of the two air bags has a C-shape; each of the two air bags is eccentrically shaped; the elastic reinforced area includes two sleeve ribs (82) and an annular rib (821) located in the outer layer and two retaining cavities (62) located in the saddle, the annular rib surrounding and communicating with each of the two sleeve ribs; each of the two retaining cavities includes a limiting ring rib (621); an elastic support element (70) located in the annular rib around the air bag element; and a triangular-shaped stop rib (81) having the spongy mass inserted in therein.

The cited reference to Chiarella teach es an anatomical multilayer bicycle seat having a shell, a gel layer (14) located on the shell, a first foam layer located on the gel layer and the shell, and a cover connected to the shell and covering the first foam layer.

Chiarella does not teach an elastic reinforced area having two annular cavities and a linkage groove communicating with each of the two annular cavities; the elastic reinforced area has a hollow interior defined by the two annular cavities and the linkage groove; an air bag element located in the elastic reinforced area; nor does Chiarella teach a locating member.

It is axiomatic in U.S. patent law that, in order for a reference to anticipate a claimed structure, it must clearly disclose each and every feature of the claimed structure. Applicant submits that it is abundantly clear, as discussed above, that Chiarella does not disclose each and every feature of Applicant's new claims and, therefore, could not possibly anticipate these claims under 35 U.S.C. § 102. Absent a specific showing of these features, Chiarella cannot be said to anticipate any of Applicant's new claims under 35 U.S.C. § 102.

It is further submitted that Chiarella does not disclose, or suggest any modification of the specifically disclosed structures that would lead one having ordinary skill in the art to arrive at Applicant's claimed structure. Thus, it is not believed that Chiarella renders obvious any of Applicant's new claims under 35 U.S.C. § 103.

Summary

In view of the foregoing amendments and remarks, Applicant submits that this application is now in condition for allowance and such action is respectfully requested. Should any points remain in issue, which the Examiner feels could best be resolved by either a personal or a telephone interview, it is urged that Applicant's local attorney be contacted at the exchange listed below.

Respectfully submitted,

Date: September 30, 2004 By: 

Bruce H. Troxell
Reg. No. 26,592

TROXELL LAW OFFICE PLLC
5205 Leesburg Pike, Suite 1404
Falls Church, Virginia 22041
Telephone: 703 575-2711
Telefax: 703 575-2707